

Subject:	INFORMATION: One Only Supplemental Type Certificates Involving Foreign Registered Aircraft	Date:	September 30, 2002
From:	Manager, Aircraft Engineering Division, AIR-100	Reply to Attn. of.	Madeleine Miguel 202-267-3777
To:	SEE DISTRIBUTION		

This memorandum is to inform all field offices of the Aircraft Certification Service of the outcome of internal discussions and feedback received from the aviation industry on the service's proposal to limit the acceptance of applications for "One - only" Supplemental Type Certificates (STCs) involving foreign registered aircraft where the U.S. is the state of design. The Aircraft Certification Offices (ACOs) may continue accepting certain "one only" STC applications when the certification procedures contained in FAA Order 8110-4b, Chapter 4, para. 4-2., subpara. k.(1) are followed and the conditions described below are met.

An applicant may develop an STC by using an aircraft registered in another country so long as the modification is done in accordance with the airworthiness requirements of that country, in accordance with ICAO Annex 6. Annex 6 of the Convention of International Civil Aviation requires that all modifications and repairs meet airworthiness requirements acceptable to the State of Registry. Also, a foreign registered aircraft may not be presented for inspection or test unless the State of Registry has agreed to and identified its requirements for acceptance of the modification, in accordance with ICAO Annex 6, paragraph 8.6. This is FAA's preferred arrangement with other countries.

However, many foreign airworthiness authorities rely on the FAA approvals as a basis for their acceptance of modifications. This is due to the fact that those authorities don't have the technical knowledge of U.S. type designed aircraft or don't have the necessary infrastructure to support STC projects on U.S. type designed aircraft.

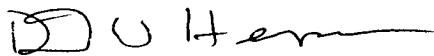
Specifically, FAA Aircraft Certification Offices (ACO's) may accept applications for "One-only" Supplemental Type Certificates (STCs) involving non U.S. registered aircraft, where the U.S. is the state of design, if one or more of the following conditions are present:

- a. For mandated safety enhancements such as Traffic Collision Avoidance Systems (TCAS II), Enhanced Ground Proximity Warning System (EGPWS), and Reduced Vertical Separation Minimums (RVSM) equipment;
- b. Diplomatic aircraft;
- c. Aircraft owned by Heads of State;
- d. Applicants who have provided a confirmation letter from the airworthiness authority of the State of Registry citing the authority's need for FAA support for a U.S. type designed aircraft due to the lack of the necessary infrastructure to support STC projects on U.S. type designed aircraft;

e. U.S.- manufactured aircraft that receive their final outfitting as one-only STC out of "Completion Centers" located either inside or outside the U.S. (e.g., executive aircraft interiors, Boeing Business Jets (BBJs)), provided the aircraft is completed under U.S. control.

An ACO can authorize a DAS to develop an STC applicable to one foreign-registered, U.S. state of design aircraft as long as one of the above conditions is met. The ACO and the DAS must follow the procedures in FAA Order 8100.9.

If you need any further information, please feel free to contact Ms. Madeleine Miguel at (202) 267-3777.



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